### UNDERGROUND TRANSIT.

MEETING OF THE WEST SIDE ASSOCIATION—
SPEECHES BY W. R. MARTIN AND W. B. OGDEN—THE QUESTION OF TUNNELING UNDER
BROADWAY—THE VIADUCT PLAN OF TRANSIT—
IS BROADWAY TO BE THE GREAT THOROUGHFARE OF THE FUTURE !—A. T. STEWART'S OPPOSITION TO RAPID TRANSIT—THE BROADWAY WIDENING.

The West Side Association met last evening, in the Harvard Looms, at Sixth ave, and Forty-second-st. Wm. R. Martin, President, made some remarks in relation to the Broadway widening, saying that he had been assured that the work of the Commissioners of As sessment was completed, and that their report would be filed without delay. He argued against the measures propered for the defeat tof the widening project; ad urged that it was destructive to property interests to have the widening delayed at the present stage. He proposed the appointment of a Committee From the Association to confer with the members of the Legislature upon the subject. The Executive Committee submitted a report recommending that the city issue bonds in aid of the projected improvements in the upper part of the city, and also in favor of an act by the Legislature to exempt from taxation as personal property all bonds or obligations, the payment of which is secured by morigage of real property within this State. The question of quick transit was then taken up, and Wm. R. Martin spoke as follows:

WM. R. MARTIN'S SPEECH.

I have certain propositions, which I suppose will command unanimous assent:

First: That the necessity of rapid transit is immediate and imperaoned. That the power to decide the question this Winter is vested in

That the New York City delegation have the influence in the re to procure a decision, and that they make to do it. are a decision, and that they ought to no it, eithin the past ten years enterprise and capital, unre-plied traveling facilities by steam to leave New-York

Long Island, visions is the only place where legal restrictions have unsit by steam. on this island are as fully entitled as any people

to rapid transit to and too by sleam.

Secenth: That capital and enterprise ought to be free to construct such

Secenth: The results, under such restrictions only as are necessary for

read for the results, under such restrictions only as are necessary for

plan. That in respect to capital, the men who have the enterprise to

A: That in respect to route, even if a border railway be con-

d to that line.

That if a route he chosen on one side of Broadway, the
the visitors may either be adopted as the plan.

I take it to be absolutely true that Breadway is the best route, and for the reason that it is the natural thoroughfare on which people want to travel, are induced to travel, and will travel if it will accommodate them. The men who held in their hands the capital requisite to build a road on any plan would choose. Broadway as the idered for a moment, except on the conclusion that is not attainable. It is precisely on this view that the notion of the vinduct, as it is termed, started. If Broadnot be had, then the next best thing is a route near by Broadway; and on such a route there wo no necessity to restrict the plan to an underground road, and so a viaduct would be well adapted and practicable In this discussion I claim to be a friend of the viaduct plan, and to have no prejudices against it. The objection that property adjacent to the viaduct along its line would be depreciated is to be overcome by an enlarge-ment of the plan that will result in a benefit to the prop-erty—that is, give that property the advantages of being on a maje thorough for.

on a main thoroughtare.

I think the best plan to meet the wants of all would be a grand railroad avenue, say 150 feet in width, from one end of the island to the other, through which could be run an elevated railway built on solid masonry. The property in the neighborbood would not lose by it. I think, for it would naturally become the great thoroughfare of the city. There would be room for many other things beside railways in that avenue. But this plan has many difficulties, like all others. It would cost a great deal.

many difficulties, like all others. It would cost a great deal.

Now, the great fundamental fact that justifies the laying out of such a new avenue and its hundreds of millions of cost is this, that it would become the great thoroughfare of the city, and increase the value of property fronting an and adjacent to it, because the greatest thoroughfares on this island will build up the greatest value. Why not, therefore, take an existing avenue, without cost, instead of a new avenue at great cost and benefit that I Why not take the Taird or Fourthave, and extend them southerly to connect with Centre-st. to the Park, and let them reap the great benefit; or, on the west side, the Ninthave, and Hadson-st. If Broadway could be had, no one would build up on any other route. The underground is the plan best adapted to Broadway, and it is, in all respects, adequate and sufficient as a plan. It meets the requirements for accommodating the travel. If Broadway is the route, there is no trouble about the capital to back it. I shall accomplish my object, therefore, if I can satisfy you that Broadway in the roadway. dating the travel. If Broadway is the fonce, there is no grounded about the capital to back it. I shall accompilish my oldert, therefore, if I can satisfy you that Broadway is the best route; and by Broadway I mean Broadway is the best route; and by Broadway I mean Broadway below Union or Madison-squares; for at one of those points the road should branch and so up on the east side if he Park, on the Fourth or Madison-square, line, and on the west side follow the line of Broadway.

The true plan for the relief of Broadway is very simble; and this ought to be framed, printed in letters of the plan for the relief of Broadway.

true plan for the relief of Broadway is very and this ought to be framed, printed in letters of and this ought to be framed, printed in letters of and this ought to be framed, printed in letters of and this ought to be framed, printed in letters of and this ought to be framed, and for the framed in the framed that the framed that the framed that printed in the framed that the framed that the framed is a commondate, the travel that does belong to it and benefit it. Up town there are on the east side, along the framed and Third-aves, and on the west side, along the framed and the framed is the framed in the framed in the framed in the framed is a framed in the framed in the framed in the framed in the framed is a framed in the framed is a framed in or some rule of quick transit through near the shall be framed in the f

Broadway should be concentrated the tra-

one benefit Broadway—they use it for want of better and more direct lines of travel.

The upon Broadway should be concentrated the travel of the central residence section which borders on it, with no rival side thoroughfare, and every facility should be increased to accommodate this travel by every modern invention, including the underground road. If this travel is on a new route alongside of Broadway, it will become familiar and Broadway will be forgotten. Property will be improved, and fine buildings erected; and in the new order of things Broadway will cease to be the natural thoroughfare for the whole island, cease to serve the people who live up-town, abreast of the park on either side. It will lose it supremence, everything gained by its rival will be at its expense, and it will have the satisfaction of feeling that in blindness of judgement it has sold itself out.

Practically, the question is narrowed down between the vinduct and the Broadway underground. Surely we can decide between them. So far as I have been enabled to judge of public sentiment, the vast preponderance is in favor of the underground. I do not for one moment conceal from myself the serious question there is remaining. Can a bill authorizing the underground on Broadway possibly be passed against the opposition of the property-owners?

The gentleman who is the leader of this opposition has taken a position, over and over again, of direct antagonism to an underground road on Broadway. He opposes it on the ground that it shall not pass by his property nor inferrupt his use of it; but, with a magnanimity only squaled by Artennas Ward, whose particute impulses made him willing to sacrifice all his wife's relations by sending them into the army, he lends his favor to the road provided it does the injury, as he calls it, to some other street and some other men. He has made a purchase of isnd at Hempstead, on Long Island which is count in a read to all the unoccupied space on Manhattan Island; and the is preparing it for the site of a city. Hes WM. R. OGDEN'S SPEECH.

For nearly three years past and until recently I have Deen officially connected with the New-York City Central Underground Ealiway Company—a corporation chartered i, \*1868, and which, though it has never been able to adv. where so far as to begin the construction of its railway, ptr. W has elaborately investigated the merits of the ques-

and March, 1870, the Board of Directors of the New-York

most expensive of those exceptions, and lessens the precedual exceptions and an arrangement of the Legislature, contained such understand the "Areade bill," as then presented to the Legislature, contained such questionable provisions that its construction would not be likely to be authorized; they therefore proceeded with their works, filed their route-map, as required by law, continued their negotiations, which had been for some time pending with foreign and with American parties, looking to the provision of the necessary fands, and in March last entered into a contract for the construction of the work with fair promise of surcess. Unexpected temperary causes of delay that affecting the userits of the question howevers interrening, until the hot weather of the past Sammer, followed by the Pernch and Pransian war, put an end to further progress of our efforts for the time being.

Menhwhite the usual sumula crop of new projects for rapid transit through the Cits of New York are being presented to the public, and, as a not uncommon with see schemes, are more or less popularly received for the time being, as has been the case, in years past. All preside projects presented for the accomplishment of an object so greatify desired and needed, are entitled to favorable consideration and comparison, as to their respective morits. Among those of more or less merit recently presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra Derrell & Idlia: is one of high presented, the "Vinduct Plan" or Meesra De

by so of the Company, and by their able explosers off-call must be with it, but them by degrees the following general conclusions in regard to the least practicable method of early, certain, and safe quick treatment of the control of the control

It. The Underground Railroad, as proposed to be constructed and verifiated by the engineers of this Company in their report, will easily and some received, and with less fatigue and by a less of steps (under covery derecading to it from the stational-house on the level of the street than will be required to reach as element of the street of the which must also be covered, or all by steps ascending to it, and which must also be covered, or

### GENERAL NOTES.

constantly smuggled into those States from Canada. the practice, as the smugglers are never arrested. The liquor comes out in tin writing desks, holding two gal-lons, nicely ornamented, and these, attractive both in-side and out, find a ready market.

for the task, are making arrangements to establish a Lecture Bureau upon an original plan. How the brilliant idea originated is a mystery, upon which certain recent events cast only a dim and uncertain light; but the plan is to enist as iccturers the most noted criminals who, owing to the defects of the law or the weakness of courts and juries, have escaped the fate they deserved, and so have achieved a martyrdom which, it is assumed, makes them objects of interest to the public. In this new guild, assassins, with a certain genius for insanity, will of course take the first rank. It is thought that the number of first-class criminals who have thus far succeeded in breaking through the meshes of the law is sufficient to meet the demands of the purposed Bureau; but if there shall at any time be found a deficiency of eligible lecturers, it is proposed to ask the Governors of the several States to supply the same by the exercise of the pardoning power. For further particulars, inquire at the shop on the next corner.

The Fredonia Censor was established over 50 Lecture Bureau upon an original plan. How the bril-

evening, the 1st inst., the present proprietor, Mr. Mc present. Mr. Frisbee of course made a speech, and after telling the company the story of his apprenticeship, he

said:

After satisfying himself that he could obtain assistance, he hired a broken down establishment, for sale at Huffalo, brong hit it to Fredonia, and in 1821 issued The New-York Censor. There was at that time a paper at Eric and one at Pittsburgh—none other west of Fredonia. The Goarde Inde soon afterward. He commenced with 50 subscribers and no advertisements. Continued 17 verys and sold to E. & J. Winchester. About four veras therefore M. McKinstry purchased the office and has since controlled it. Mr. K. in due time took unto himself a fair madden of the village for his wide, and has raised up a Jr. McKinstry, who in turn has secured a permanent attachment and followed up the programme with still another and revised edition. He liked this partnership of father and son in any luminess. It signified good order and permanency. In 1821 there were no stage roads west of Buffalo. To get beyond that point you must go by water and pay heavy tolk at every point, or travel on horseback or on food. In fact, a Buffalonian was known from home by the peculiar manner in which he carried his hands, as if taking toll—could always tell him. Nothing ever go by without paying, and that was why even the cholora stopped in Buffalo and failed to reach Fredonia—we wouldn't pay any toll. The mails from Buffalo to Eric were the carried on horseback once a week—and hy a woman at that In 1923 at traveckly stage was opened—a great triumpth of the age.

The incredulity with which the suggestion of

The incredulity with which the suggestion of the possibility of railway travel was received by emi-nent men sixty years ago is illustrated in the following letter of the late Chancellor Livingston to his brother-in-

Stion, and thoroughly engineered, studied, calculated, and report of dopon the work, its character, usefulness, and cost. I cannot more quickly and fully acquaint this audience with the history of the proceedings, acts, and difficulties, of the New-York City Central Underground Railway in t. See past, perhaps, or with the views of the Railway in t. See past, perhaps, or with the views of the former Board. To the future, than by reading them a former Board. See the fact and in the Legislature prepared prior to the recent and aimost entire changes in the Board of the recent and aimost entire changes in the Board of the recent and aimost entire changes in the Board of the recent and aimost entire changes in the Board of the recent and aimost entire of the recent and the restanding and more intelligent future prosecution of the restanding and more intelligent future prosecution of the server of the recent and in the setter of the recent and in the setter of the recent and in the setter of the recent and DEAR SIR: I did not till yesterday receive yours of the

THE WEATHER

How. York, Hear. Ther. Bar. Hind.

Feb. 2 20 207 N. R. Feb. 2 27 20.17 N. N. E. 23 20 20.23 N. R. 9 369 20.14 N. W. 20 20 20. N. R. P. 20 20 20. N. R. P. 20 20. N. R. P. 20 20. N. R. REMARKS.—Depth of snow \$\frac{1}{2}\$ inch. Minimum of thermometer, 27°, Feb. 8, 1870.—Ther. at 7 a. m., 34°, 3 p. m., 32°, 11 p. m., 32°, 21 p. m., 32°, 21 p. m., 32°, 21 p. m., 32°, 31 p. m., 32°, 31 p. m., 32°, 31 p. m., 32°, 32 p. m., 32°, 33 THE WRATHER

PROMINENT ARRIVALS.

St. Nicholas Hotel—Gen. N. B. Forrest of Tennessee, Gov. English of Connecticut, the Hon. C. W. Kendall of Nevada, the Rev. Dr. H. McLeod of Sydney, Kendall of Nevada, the Rev. Dr. H. McLeod of Sydney, Kendall of Nevada, the Rev. Dr. H. McLeod of Sydney, Manstralia, and Albert Keep of Chicago. Hoffman House—Gen. A. Gorloff of the Russian Legation. Hotel—Gen. John 8. Cavender of St. Louis, and the Hon. Charles 8. Lester of Saratoga. Fifth Avenue Hotel—Ex-Gov. Burnside of Rhode Island, Alohn J. Knex, Deputy Controller of the Treasury, Commodore Stembell, U. S. A.; the Hon. John A. Griswold of Troy and Ben. Field of Albion, N. Y. Astor House—The Hon. Galusha A. Grow of Pennsylvania, and Col. G. W. Gile, U. S. A. Breevort House—The Rev. William White of Newport, R. I. St. Dennis Hotei—Col. C. Friedenberg, U. S. A., and L. Prang of Boston.

Commissioner Dykeman says that at the

sale of Washington Market no one shall have any unfair advantage, and that 30 days' notice of the sale will be Gouverneur Morris Wilkins, age 72, died in this city last Tuesday. He rendered valuable service

during the war of the Rebellion as an agent of the Sani-The counterfeiters have been so sharply watched of late by the Secret Service Division of which

Col. Whitely is Chief, that, with the exception of a poorly executed 50 cent stamp, no new counterfeits, it is claimed, have been issued during the past year. The buoys in the Lower Bay are so displaced by the ice, and the appearance of the shore is so changed by the snow, that Sandy Hook pilots say they prefer to take vessels out at night, because they can make safer calculations by the light-houses than by the buoys or the land-marks.

The General Committee of the German Patriotic Aid Societies will make preparations for a peace clebration on a grand scale, to be held as soon as the ews of a treaty of peace is received. A convention of elegates will be held at Leiderkanz Hall, next Monday,

Chief-Engineer Perley of the Fire Department issues a warning against several impostors who are making collections for the relief of an injured fire-man, and desires that they may be promptly arrested. The pay of a fireman who becomes sick or disabled in The pay of a fireman who becomes sick or district in the service of the Department is always regularly con-Richard O'Gorman, Counsel to the Corpora-

tion, was asked on Tuesday why he had acted favorably to the carrying out of the scheme for widening and straightening of Broadway from Thirty-fourth to Fiftystraightening of broadway from many long, and must be minth st. "You must remember," he replied, "that I am the Counsel to the Corporation, and that I discharge certain duties simply in my official capacity." The moral aspect of the case evidently he was not inclined to discuss. His "official" opinion about the matter as it now stands it is understood will be submitted to the public, "through the regular channels."

The Coverning Committee of the Stock Ex-The Governing Committee of the Stock Exhange discussed yesterday, several plans for the in

vement of the building, owned and occupied by the Exchange. The Committee, appointed some time ago Exchange. The Committee appointed some time ago, submitted a report recommending that the door between the large lower and upper rooms be removed, so as to improve the ventilation of the lower room, now a subject of complaint. The plan of the Committee was objected to, however, by many members, and numerous other plans were urged. No conclusion was reached, and the further consideration of the subject was deferred for two weeks.

BROOKLYN.

The Forty-second Regiment has been invited to compete for the stand of colors to be awarded to the best drilled volunteer regiment at the Washington Car-

Samuel T. Jones was appointed yesterday by Judge Woodruff to the vacant clerkship in the United States Eastern District Court, caused by the death of United States Commissioner Newton.

### LONG ISLAND.

Jamaica.—Commissioner Pleasonton's decision in the matter of taxing farmers as produce-brokers was received yesterday by Mr. O'Donnell of the Farmwas received vescounts of the farmers, and Assessor Van Wyck has received instructions to collect the tax according to this ruling. The decision is in conflict with that of Commissioner Delanc, and an appeal is to be taken, on the recommendation of several Schatges and Representatives.

JERSEY CITY .- Mayor O'Neill has vetoed the esolution of the Board of Aldermen for the extension of Warren-st, to Communipaw, on the ground that the city ary to the City Charter, and authorizing such extension. ary to the Chy Charter, and accessed a Cacasa-is before the Legislature... It is proposed to change the new charter so as to give the Mayor power to veto the action of the Board of Public Works. It is also proposed to reconstruct the Board of Finance by giving a seat therein to the President of the Board of Education, and allowing only one representative from the Board of Public Works.

Public Works.

PATEMBON.—It is fproposed to fund the floating debt of the city, amounting to \$100,000, by an extra laste of honds. Mayor Ryle, as President of the Passafe Water Company, has frequested the Boart of Aldermen to anthorize the Company to supply Totona Hill with 75 new hydrants, instead of 30 as previously ordered. He requests the City to loan its credit to the Company to characteristic floating to the company to characteristic floating to the company to characteristic floating to the floating that shock sway sense of humanity. Drankenness is at the bottom of the company of the deep research that shock sway sense of humanity. Drankenness is at the bottom of the company of the deep research that shock sway sense of humanity. Drankenness is at the bottom of

NEW-BRUSSWICK .- John Tieman and John Doran,

watchmen, were run over and instantly killed about I o'clock yesterday, by a freight train of the New-Bruns-wick and Millstone Branch Railroad. TRENTON.—The \$00,000 insurance upon the property of the American Salt Company recently burned is equally divided between New-York and Philadelphia compa-nics.

LECTURES, MEETINGS, ETC.

Under the auspices of Onward Lodge of Good Templars, Mr. Philip Phillips will give an "Evening of Song" at the Eighty-sixth-st. M. E. Church, on Saturday, the proceeds of the entertainment to be ap-plied to the Temperance cause.

A Committee, including O. Ottendorfer, Chas E. Loew, M. Nachtmann, Otto Meyer, F. Euring, and F. Schmitz has been formed to make arrangements for a concert in aid of the family of the late Bernard Hundt, President of the New-York Allgemeine Saengerbund. A similar concert for the benefit of the widow of the late Carl Anschutz is in preparation.

THE SEVENTH-AVE. PAVEMENT SWINDLE

MEETING OF PROPERTY-OWNERS - VIGOROUS SPEECH BY JUDGE BULL.

The second regular meeting of the Seventhave. Property-Owners' Protective Association was held last evening in the hall at Seventh-ave. and Twentysixth-st., Peter Dolan, President, in the chair. The society numbers about 300 members, two-thirds of whom were present. The assessments for the purposes of the Association are \$5 per lot for property on the avenue, and \$2 per lot for property on streets adjacent. After the preliminary business, Judge Bull said:

Association are \$\frac{1}{2}\$ per lot for property on the avenue, and \$\frac{2}{2}\$ per lot for property on streets adjacent. After the preliminary business, Judge Bull said:

This Stafford pavement was laid down on the avenue without a single owner requesting it. As in a good many other things in this city, people have seen fit to abide by the decisions of the authorities; and seem disposed to pay whatever is called for. For my own part, I did not know the enormity of this transaction until I went down and scarched some of the books; and I must confess I saw such a statement of facts as perfectly atounded me. It does not cost more than \$20,000 per mile to build any railroad in the country; but the tax upon us is not less than \$20,000 a mile! From Fourteenth-st. to Fifty-ninth-st. is about two miles and a quarter; and the charge for laying the Stafford pavement that distance is \$200,000. The assessments are enormous. On the corner of Thirty-sixth-st. is a piece of property measuring 100 feet on the avenue and 75 feet back, and the assessment charged upon that is \$2,344. That property is covered with wooden shanties; and what is the landlord to do but to make those poor people pay the taxes! On the top of this charge is the assessment for widening Broadway, and on that the assessment for the sewer. The whole of the charges against this poor man! I estimate at \$4,300. Why, it is \$10,000 for each block—and over. We don't believe that it should cost anything like that, nor the half of it. It is simply ridiculous. The wood and the labor could not amount to any such sum. You are taxed in the side streets in a proportionate degree. They run of feet on each side. I estimate that the side streets in the work would cost any such sum! Y beating the side streets and the assessments on the avenue are \$46,000. Will any man in his senses believe that the work would cost any such sum! Y beating the pavement in the side streets on the avenue, which is but 100 feet wide; from that you have to take the sidewales. There are two ca

not satisfy them that these charges are entroly illegal; that they are excessive; that they are enormous; that they are excessive; that they are enormous; that laid entirely contrary to our wishes. I would suggest laid entirely contrary to our wishes. I would suggest another thing—that it would be well to send a another thing—that it would be well to send a another thing—that it would be well to send a cresolution to the Controller, stating what are our objections to the change. I am told this might have a good tions to the change. I am told this might have a good tions to the change. I am told this might have a good tions to the change. I am told the taxed \$600; very effect. On an average your lots will be taxed \$600; very for three vacant lots, or about \$600 per lot. What will the end be if this system of assessment is to go on! Why, your property will be awallowed up; and in the end there will be but two classes in the community, the extremely rich and the absolutely poor. All I can say is that I intend to fight this thing. I will go into court, even if I have to go alone. (Applause.)

Mr. Frank—Is there any report from the Law Commit-

Mr. Frank-Is there any report from the Law Commit-

waited on several emment lawyers in the city, and had received assurances from all that the Association had just grounds for asking that the assessment be set aside hoped that members of the Association would come for ward and give their pecuniary support to the movement. The terms asked and the assurances given he was not at iberty to divulge; but he could give very satisfactory information to any individual member of the Association.

Twentieth and Twenty-second Wards be requested to form, with the Chairman, Secretary, and Treasurer, an Advisory or Executive Committee in all matters relating to the legal part of the business. Roger Monahan and George Hoss were elected on this Committee.

WHAT SHIP-OWNERS MEAN BY "DISPATCH." The monthly meeting of the Ship-owners' Association was held yesterday, and the Committee appointed at a previous meeting to consider the question of the definition of the word "dispatch," in charter-parties, especially in regard to the West India and petroleum trade, submitted a report, which was adopted, substantially as follows: That for West India ports the words "dispatch leading" shall mean "not exceeding ten running days," from the time the vessel is in her berth and is reported ready for cargo; that the clause "customary dispatch discharging," be not used, and that, instead, a certain number of running days be inserted—in the cases of vessels bearing petroleum—and that in the cases of chartering vessels to discharge eargoes other than of petroleum, the use of the "vague term" "dispatch," be discontinued entirely. especially in regard to the West India and petroleum

THE GRAND ROYAL ARCH CHAPTER.

ALBANY, Feb. 8.-The Grand Chapter resumed 'Inbor" at 11 o'clock this morning. Most Excellent James M. Austin, General High Grand Priest of the United States, with a suite of officers, was received with the "Grand honors." The following named persons

[Annemnerments.] BURNETT's COCOAINE-The best Hair-dressing.

"BURNETT'S SUPERIOR FLAVORING EXTRACTS (5 sizes) are strictly "Standard" and uniform in quality."

"Sold them for years Growing in favor."

A: Keen Mannall & Connel, the favor."

Chambers st., and Forty-second at and Broadway, For sale by all first-class Grocers and Druggists.

PERCUIAN SYRUP (AN IRON TONIC) cures

PASSENGERS ARRIVED.

PROM LIVERPOOL—In steamchip China, Feb. 2.—Mr. and Mrs. T.
Howell, child. infant and servant, Mrs. C. Benovan, Miss Coman, Mr.
C. B. Lillie, Mr. J. Vaughan, Mr. and Mrs. H. Detragne, 2 children and
infant, Mr. and Mrs. R. O. Potter, Mr. A. Spiers, Mr. H. A. Johnson, Mr.
Mr. J. Lewiston, Mr. H. Cohen, Mr. W. R. McCail, Mr. P. C. Henderson, Mr. L. B. Young, Mr. C. F. Brown, Mr. and Mrs. F. F. Gunther, Mr.
W. H. Gunther, Mr. W. G. Tiffany, Rev. A. R. Morris, Mr. W. Ryder,
Mr. F. C. Dung, Mr. E. Chetaynd, Mrs. A. Wright and child.

LATEST SHIP NEWS.

Wilsersgroon, N. G., Feb. H.—Arrived, steamship W. P. Clyde, from Xew-York: Releases Clyde, from Bulmace.
Savannah Ga. Feb. R.—Arrived, ship Tabor, from Edenbarry Islands; schrix Traveller, from Cardenas Eddle Failer, from Boaton. Cleared, schr. Mary G. Ward, for St. Mary's, Gz.
Fork Mary G. Ward, for St. Mary's, Gz.
Fork Markone, Feb. R.—Arrived, schr. Emma Liuwood and Addie T. Cole, from Tangier, for Boaton. Cleared, schr. Liurie Smith, for Salem. Salled, ship Hourier, for Liverpoor) bark Islain, for Cork, brig Massladpyl for Demarara, schr. Elwa, for London ship Camille, for Baltimore. Cleared, schr. Dan Gifford, for New Orleans.

will but trace them out. The whole Medical Profession of Europe an

from tar, for Rooding, Sheathing, Ceillings, Oil Cloths, Shoe Stiffenings, Togs, Trunks Blasting Cartridges, Four and Grain Blins, &c. (Fatent secured). For sale by J. HUNYER, Jr.,
Paper Warehouse, 59 Duane-st., New York. GO to MACFARLAND's BOOKSTORE, No.

# BENEFIT

Life Insurance Co., NEWARK, N. J.

Total Receipts for 1870... \$6.858,547 01 aid claims by Death...... \$1,377,656 68 | Revenue | 93,418 97
| Paid Commissions to Agents | 437,700 50
| Paid Physicians | Fees | 25,204 20 \$21,212,733 95 ASSETS.

DIRECTORS.

LEWIS C. GROVER, HENRY MCFARLAND, CHARLES S. MACKNET, A. S. SNELLING, RANDALL H. GREENE, I. H. FROTHINGHAM, MARCHS L. WARD.
NEHEMIAH PERRY,
JOSIAH O. LOW,
JOSEPH A. HALSEY,
H. N. CONGAR,
OSCAR L. BALDWIN. LEWIS C. GROVER, PRESIDENT.

SAMUEL H. LLOYD, STATE AGENT EASTERN DISTRICT OF NEW YORK. 137 BEGADWAY, KEW-YORK.

and Land Grant.

### SAFE, PROFITABLE, PERMANENT.

We offer for sale at par and accrued interest the Pirst Mortgage Land Grant Gold Boods of the Northern Pacific Railroad Company. They are free from United States Tax, and are issued of the following denomina-tions: Compons, \$100, \$500, \$1,000; Registered, \$100,

8500, \$1,000, \$5,000, and \$10,000.

With the same entire confidence with which we commended Govern ment Bonds to Capitalists and People, we now, after the fullest inv d these Northern Pacific Railroad Bonds to our friends and the general public. GOLD PAYMENT.

Both principal and interest are payable in American Gold Coin, at the office of JAY COOKS & Co., New York City—the principal at the end office of JA1 County and the interest (at the rate of seven and three-tenths per cent per annum) half-yearly, let of January and July.

PERFECT SAFETY. The bonds we are now selling are secured by a first and only mortgage on all the property, and rights of the Northern Packie Hallroad Company, which will embrace, on the completion of the work

1. Over Two Thousand Miles of Road, with rolling stock, bulklings, and all other equipments.

2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This isnot agricultural, timbered and mineral, amounting in all to more than Fifty Million Acres, consists of alternate sections. reaching twenty to forty miles on each side of the track, and extending it a broad, fertile belt from Wisconsin through the richest portions o

Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Poge While the Government does not directly guarantee the bonds of the Road, it thus amply provides for their full and prompt payment by an un-reserved grant of land, the most valuable ever conferred

THE MORTGAGE. The Trustees under the Morigage are Mesars, Jay Cooke of Phila delphia, and J. Edgar Thompson, President of the Pennsylvania Centra Reilroad Company. They will directly and permanently represent the interests of the First Mortgage bondholders, and are required to see that the proceeds of land sales are used in purchasing and canceling the bonds of the Company if they can be bongist before maturity at not

the proceeds of land sales in United States Bonds or Real Estate Mortgages for the further security of Yorthern Pacific bondholders. Also, that they have at all times in their control, as security, at least 500 neres of average land to every \$1,000 of outstanding First Mortgage Bonds, bende the railroad itself and all it

Of course nothing can be safer than the bonds of the United States, but as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of DEVELOPING A CONTINENT, we remind those who desire to increase their income and obtain a more permanent investment, while still having a perfectly reliable

Control States 5-Ne at their average premium yield the present pur chaser less than 54 per cent gold interest. Should they be redeemed it five years, and specie payment be resumed, they would really pay only 44 per cent, or if in three years, only 34 per cent, as the present premium Northern Parific 7-30s selling at par in currency yield the investor 7 3-10

Northern Pailte 7-30s selling at par in currency joint anterior per cent poli interest absolutely for thirty years, free from United States tax. \$1,100 currency invested now in United States 5-20s will jield per year in gold, \$40.00 currency invested now in Northern Pacific 7-30s will jield per year in gold, \$400.00. Here is a difference in samual income of nearly one-third, besides a difference of 7 to 10 per cent in principal, when both classes of bonds are redeen THE ROAD NOW BUILDING.

Work was begin in July last on the eastern portion of the line, and the money provided by the sale to stockholders of some Six Millions of the Company's bonds, to build and equip the road from Lake Superior across Minnesota to the Red River of the North—233 miles. The grading on this division is now well advanced, the iron is being rapidly laid; several thousand men are at work on the line, and about the lat of August next this important section of the road will be in full operation. In the mean time, orders have been sent to the Pacific Spring, and thereafter the work will be pushed, both eastward and westword, with as much speed as may be consistent with solidity and a wise

RECEIVABLE FOR LANDS.

BONDS EXCHANGEABLE. interest, at any of the principal anancial centers of Europe, in the coin of

Tour nearest Bank or Banker will supply these bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks may send money, or other bonds, directly to us by express, and we will send back Northern Pacific

bonds at our own risk, and without cost to the investor. For further in formation, pamphlets, maps, etc., call on or address f a undersigned, or any of the Banks or Bankers employed to sell this loan.

JAY COOKE & Co., Fiscal Agents Northern Pacific Railroad Co 114 South Third-st., Philadelphia; corner of Nassau and Wall-ste

New-York; 452 Fifteenth-st., Washington, D. C.; by National Banks

TWENTY-SIXTH ANNUAL REPORT

# THE NEW-YORK LIFE INSURANCE COMPANY

OFFICE, 346 AND 348 BROADWAY. 

DISBURSEMENTS. \$19.55

Losses by Death. \$1,233,063 12

Less received from Relusur. 5,000 00 \$1,273,063 12

\$21,603.65 Less received from Reinsurance. 5,000 00 \$
Purchases Policies.
Life Annulise and Reinsurance.
Dividends to Policy-bolders.
Cumniscions, Brokerages, and Agency Expenses.
Advertising and Physicians' Fees.
Tarcs. Office and Law Expenses. Salaries,
Printing Revenue Stampe. 267 788 96 3 919 179 66 ASSETS. Cash on hand, in Bank and in Trust Com-

\$1,217,981 13

Cash on hand, in Bank and in Trust Company.
Invested in United States stocks (market value, \$2.464.277.50), cost.
Invested in New York City Banks stock (market value, \$4.57.27), cost.
Invested in New York City Banks stock (market value, \$4.57.27), cost.
Invested in New York State and other stocks (market value, \$4.569.745), cost.
Real Estate in the City of New York.
Bonds and Mortgages (secured by real estate valued at \$15.000,000; buildings thereon insured for over \$5.000,000, and \$2 the policies assigned to the Company as additional collateral security.
Loans on existing policies.
Quarterly and semi-amonal premiums, due subsequent to Jan. 1, 1871.
Premiume on existing policies in hands of Agents and in course of transmission.
Interest accrued to Jan. 1, 1871.
Addd: 41,549 00 691,359 12

Add: Excess of market value of securities over cost. Cash Assets. January 1, 1871...... 300,856 03 14,726,179 66

MORRIS FRANKLIN, President. WILLIAM H. BEERS, Vice-Pres. and Actuary. THEODORS M. BANTA, Cashier.
CORNELIUS R. BOGERT, M. D., Medical Equations.
CHARLES WILERS M. D.,
CHARLES WRIGHT, M. D., Assistant Medical Examiners.

ARE RECEIVING DALLY PROM THEIR PACTORY NEW

STYLES AND ARTICLES IN STERLING SILVERWARE,

Dinner and Dessert Bets,

WEDDING PRESENTS

Forks, Spoons, and Fancy Articles, for

# A. T. STEWART & CO.

INTEND TO MAKE ON

## WEDNESDAY, THURSDAY, AND FRIDAY NEXT

FEBRUARY 8, 9, AND 10.

SUITABLE FOR THE PRESENT AND

EARLY SPRING SEASON.

THE GREATER PORTION HAVING BEEN PURCHASED IN EUROPE DURING THE MOST DEPRESSED PERSON OF THE PRESENT WAR.

VISITORS ARE REQUESTED TO ENTER AT THE MAIN ENTRANCE ON BROADWAY, AND LEAVE BY THE POURIES AVE. OPENING.

BROADWAY, FOURTH-AVE., NINTH AND TENTH-STS.

# Security and Safety.

7 PER CENT GOLD BONDS FIRST MORTGAGE LAND GRANT SINKING FUND OF THE

> WEST WISCONSIN R. W. Co. DENOMINATIONS. \$500 and \$1,000, ONLY FIFTEEN YEARS TO RUN

FROM JANUARY, 1876, CONVERTIBLE INTO STOCK AND PROCEIVABLE FOR LANDS AT PAR. LAND GRANT OF OVER ONE MILLION ACRES FROM GOVERNMENT, LPON WHICH, TOGETHER WITH THE ROAD AND ALL ITS PROPERTY THESE BONDS ARE A FIRST AND ONLY MORTGAGE.

LANDS EXEMPTED FROM TAXATION FOR IS TRAKE BY ACTS OF LEGISLATURE. 120 MILES ROAD BUILT, FROM WHITE IS COME IS DERIVED, WITH RAPIDLY INCREASING RECEIPED BUILT BUILT SHOWN WHITE IS BUT 34 MILES MORE ROAD TO BUILD. FOR WHITE THE HOOS IS ALREADY PURCHASED, AND ALL THE WORK UNDER CONTRACT. AN AIR LINE FROM ST. PALL AND THE NORTH-WEST TO MILWAUKER AND CHICAGO, TOTAL AMOUNT OF MORT NEARLY DOUBLE THAT AMOUNT.

PRICE ON. WITH ACCIPIED INTERPEDENT. PRICE 20c., WITH ACCRUED INTEREST. AT WHICH FIGURE THET PAY, AT PRESENT PREMIUM ON GOLD 9 PER CENT FER ANNUM TO THE INVESTOR. THE TRUSTERS ARE THE NON, WILLIAM H. LEONARD, EX-HILLY LISTICE OF SUPERBLE COLT, STATE OF NEW YORK, J. D. TON STRELE AND JAM'IS COODSON M. P., ENGLAND, WHEAT A LARGE AMOUNT OF THE BONDS HAVE BEEN SOLD. PLUSSE PARTIES ARE REQUIRED TO SEE THAT PROCEEDS OF LAND NALES ARE APPLIED SOLELY TO THE PAYING OF THESE BONDS.

COUPONS PAYABLE IN JANUARY AND JULY.

THE CONNECTIONS OF THIS ROAD WITH THE NORTHERN PACIFIC AND THE WHOLE NORTH-WEST, AS WELL AS LEASTERN CONNECTIONS WILL BE SEEN FROM A PARILLE AND MAP, WHICH CAN BE OBTAINED AT THE OFFICE OF GWYNNE, JOHNSON & DAY, WHITE, MORRIS & CO.

No. 29 WALL-ST., N. Y., BANKERS AND FINANCIAL AGENTS FOR THE COMPANY.

## HEALTH! BEAUTY!

Strong, Pure, and Rich Blood, Increase of Flesh and Weight, Clear Skin and Beautiful Complexion through DR RADWAY'S

# SARSAPARILLIAN RESOLVENT

Every drop of the Saranavillian Resolvent communicates through the Blood, Sweat, Urine, and other floids and interes of the system the upon of life, for it repairs the weater of the body with new and sound material. Scrofula, Consumption, Glandmar Risease, Uriers in the Throot, Mounty Tumors, Nodes in the Glands, and other parts of the system. Sore Krea, Strumerous discharges from the Eart, and the worst Corne. On Six Discharges, Every Sore, Soria Head, River Soria, Carcers of Krea, Strumerous discharges from the Eart, and the worst Corne, of Six Discharges, All Resease, Evilpelan, Aces, Black Spota, Worman in Head, Thomas, Carcers of the Womb, and all Weakening and half blackarges. Night Sweste, Loss of Sperm and all weakening and half blackarges, Night Sweste, Loss of Sperm and all weakening and half blackarges, Night Sweste, Loss of Sperm and all weakens of the Life Principle, are within the currier range of this wonder of Modern Chemistry, and a few days new will prove to any person using it for either of these forms of decame the potent power to care them. If the pastent, daily becoming resident by the wastes and decomposition that is continually progressing, succeeds in arresting these weaters, and repairs the same with new material made from healthy blood, and thus the Narsapartillan will and does seening. come lasterials, for, when once this remedy commences its work of purification, for when once this remedy commences its work of purification, for when once this remedy commences its work of purification, the continual of the security of the content of the security of the content of the cont certain; for when once this remedy commences its work of po and succeeds in diminishing the loss of wastes, its rejustra-and exert day the patient will feel himself growing better and the food digesting better, appetite improving, and flesh and

the food directing better, appetite improving, and Ban and segmentants.

Not only does the SARSAPARILLIAN RESOLVENT creel all known remedial agents in the cure of Chronic Scrofulons. Constitutional and Sain diseases, but it is the only positive cure for Kidney. Biodece, Urinary, and Womb disease. Gravel, Unibete, Dropey, Ruppegge of Water, Iscontinence of Urine, Bright's Disease, Albuminum, and in all cases where there are brief-dust deposits, or the sater is thick, cloud, miles white substance like the white of an egg or threads like white sit, or there is a morbid, dark, billous appearance, and white bone-dust deposits and when there is a pricking, burning sensation when passing grafer, and pain in the Small of the Bark along the Lone.

Price one dollar per bottle. Sold by Drugglats everywhere.

## HARDWOOD BOARDS AND VENEERS.

HUNGARIAN ASH, FRENCH BLACK WALNUT, AMBOINE, THUYA AND TULIP WOOD, JUST TO HAND AND UNUSUALLY CHOICAID on band our usual complete assertment of PLANKS, BOARDS, AND VENEERS. GEO. W. READ & CO., NOS. 168, 170, AND 172 CENTREST, NEW YORK FACTORY-NOS. 291 MONROEST, and 398 MADISON ST. Send for Catalogue and Price List.

PARTNER WANTED.

# HERRING'S SAFES

807 CHESTNUT-ST., PHILADELPHIA, PA.,

# BEEBES RANGES

855. Irelading Water-Back and Setting. Anothers prices it will pay landlors or tenant to throw away any other partly worn-out Range, as the cost of the exchange can be saved in fuel regalfrs, and ventuon in a single year. Ask your cook which is the best range, and the answer is invariably

NO. 0, SECOND SIZE, NO. 1. LARGE SIZE,

BEEBE'S.

Made and put up by JANES & KIRTLAND, (Formerly Janes, Beebe & Co.), 8, 10, and 12 Reads &

restrictive requirements of the char er made it impossible to so convenient.

pital and commence work under it. 2 he Board socretore, at | Albany, March 1, 1811.

the next session of the Legislature in a memorial addressed to it, set forth the objectionable features of tieth charter, and submitted amendments for occasionation and adopting. I held it passed, they believed would enable them to proceed at once with their work.

These amendments centrally divergence over the removal of the objectionable restrictions and excetous of the Charter, the other two divergence of the control of two constitutions of Western over the removal of the objectionable restriction of the troubt of Westerberder, and to all ide valvinars terminating in the tier of New-York the right to aid and contribute to the construction of this underground way, by leans, or by subscription to its stock, parable in their respective bounds, or otherwise.

When these amendments were about to pass the Senate, just at the end of the session, an Henorable Senator, not aware of the fact probably that the railways terminating in the Oity of New-York were directly and greatly interested in the extension of their line into the heart of the city. By means of this proposed Underground Kallway, moved to ottake out these provisions for and from the city and elsewhere, on the ground that railways is adult not be permitted to appropriate their funds causals of their ways it adult not be permitted to appropriate their funds causals of their own construction, operation, and greater we chiness to the public, being, in this case, precisely what the amendments proposed.

The error of the ground of the objection taken was not promptly shown, the motion to strike out was harriedly earlied; it was too hat explain and reinstate it, and the work of accomplishing a may of rapid transit through the City of New lork has probably been delayed for two pears or nors in consequence.

The Heard of Universes, however, although falling to obtain provisions authorising the aid of the city, although of the imperator of that although the imperator of that although Alleman and the process of the city and the engineers were engaged to examine and

moderground railway.

thorough study of the whole question of quick transit the thorough study of the whole question of quick transit the of New-York, for nearly three years past, by many of the of New-York, for nearly three years and called

ed road by steps according to it, and which must also be covered, or y will at times be slippery and dangerous. second: The cars, in a well ventisated Underground Railway on the n of this Company, and without any surface openings except through

plan of this Company, and without any baloscers' placed on the more and its ventilating chimners, with "suction blowers' placed on the more and stations, will be quite as fresh, as brilliantly lighted with gas, and as comfortable in every way as a creating parlot, and passengers can read their never papers in them with ease.

Therefore, the Underground Rails are will never be extremely cold, never be uncomfortably warm, never in sever dusty, consequently it will be likely to be sought in protein an every cold, very hot, or in hot or dusty seather, composition proteins and experience with anothing, nothing one cross or enter it save its own trains, and as a separate tunnel for up-trains and another for down-trains will be provided, collisions cannot happen.

Fifth: Its rails and machinery will always be protected from severest froots, which so greatly increased the danger and number of necidents upon all surfaces or elevated roads in Winter and the amounty—will be exercted with earth, fibed in between its manner, and the surfaces pavements and adjoining buildings.

Setch: The Underground Road will be surrounded by masonary—will be covered with earth, fibed in between its manner, and the surfaces pavements and adjoining buildings.

It is not becoming a fiving apon it; nor can it disturb the dwellings on either side in any way to an extent subjecting the Company to consequential damages on that account.

Setch: The underground road of value of 80 pounds to the yard, and fully execute.

The friends of temperance in Vermont and New-Hampshire complain that intoxicating liquors are The Custom-House officials are suspected of winking at

It is rumored that certain persons in this city, whose principles and tastes eminently qualify them

The Fredonia Censor was established over 50 years ago by the Hon. H. C. Frisbee. On Wednesday Kinstry, gave a banquet in honor of Mr. Frisbee. The Hon. H. A. Risley presided, and nearly 150 guests were

### HOME NEWS.

The Chairman stated that he and the Secretary had demands for counsel fees were very large, but he

On motion, it was resolved that two citizens from the

were elected officers for the ensuing year : were elected omeers for the ensuing year;
Grand High Priest, Rees G. Williams of Utica; Deputy
Grand High Priest, Thomas Casaddy of New-York;
Grand King, Joseph B. Chaffee of Binghamton; Grand
Seribe, David F. Day of Buffalo; Grand Treasurer, J. S.
Dickerman of Albany; Grand Secretary, C. G. Fox of
Euffalo; Grand Chaplain, the Rev. J. B. Murray of Johns
town.

There is no disaster equal to badly-regu-ted passions. A PRESPONDENCE SEASYSTATION, at 200 Brusdesay, ill show how to control passion and bring out virtue.

of long standing, and can cure any case of Habitual Drunkenness, so that Tork City, or send stamp for Gircular.

WATER-PROOF BUILDING PAPER, free

1871.

MUTUAL

Balonce as per Statement, January 1, 1870. \$10,419,006 Received for Premiums during the year 1870. \$5,004,07 34 Received for Internet during the year 1870. 1, 1222,327 53 Received for Anunities during the year 1870. 1,751 37

Interest due and accreed . 454,179 48
Deformed quarterly and semi-annual Fremiums. 30,378 48
Framiums due, not yet received, on issues principally of November and December . 315,357 91 \$799,904 87

H. N. CONGAS, Vice-President. EDWARD A. STRONG Secretary, BENJAMIN C. MILLER, Tressurer.